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COUNTRY Poland and Polish-occupied Germany REPORT NO. [REDACTED]

TOPIC 1. Soviet Military Rail Movements on Frankfurt/Oder - Brest Litovsk Line
2. Fortifications at Bug River Bridge near Brest Litovsk

EVALUATION 25X1X

PLACE OBTAINED [REDACTED]

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DATE PREPARED 28 April 1950

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ENCLOSURES (NO. & TYPE)

REMARKS

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The following Soviet military rail movements were observed on the Frankfurt/Oder (O 53/V 63), Poznan (P 53/L 26), Kutno (Q 53/O 89), Warsaw, Siedlce (R 53/L 38), Brest Litovsk (S 53/M 87) railroad line between 12 and 21 March 1950 :

1. Leaving Frankfurt/Oder on 12 March and arriving at Brest Litovsk on 21 March 1950 :

A train, coming from Magdeburg (M 53/Y 60), consisting of 20 railroad cars occupied by Soviet dependents and 30 railroad cars loaded with crated machinery. When the train left Frankfurt/Oder, another train carrying 40 new, unnumbered three-axle trucks arrived from the east. (1)

2. Leaving Brest on 17 March and arriving in Frankfurt/Oder on 21 March 1950 :

A train carrying 15 new artillery tractors (four bogie wheels), escorted by an officer and 20 soldiers, wearing red-bordered black epaulets, who belonged to a Brest Litovsk artillery unit which frequently detached escorting personnel. When the train left Brest-North railroad station, three other trains, each with 45 empty heavy-duty flatcars had been assembled there (1). An engineer of the 65th Brig. stated that he ran a train of 40 boxcars, occupied by troops wearing red epaulets, from Brest to Frankfurt/Oder, where it arrived on 20 March 1950 and then continued to Berlin (2).

3. No fortifications or corresponding construction work were observed west of the Bug River, but permanent fortifications occupied by Soviet troops were observed along the eastern bank (3).

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Comment :

(1) The trains running from Frankfurt/Oder to Brest and vice versa carried routine shipments of Soviet dependents and reparation goods from the Soviet Zone of Germany to the Soviet Union, and shipments of new motor vehicles and heavy-duty tractors from the Soviet Union to the Soviet Zone of Germany. The empty rolling stock in Brest may have been used for additional shipments of heavy-duty motor vehicles.

(2) It appears possible that the troop train arriving in Frankfurt/Oder from Brest on 20 March 1950 may have carried a shipment of recruits (about 1,000 men). The arrival in Frankfurt/Oder of a train with recruits from Brest was reported by the same source on 4 February 1950 *.

No other sources have as yet reported on incoming trains exclusively occupied by recruits since early 1950.

(3) The report on the Bug River fortifications agrees with previous observations.

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